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STERILIZED  
NATURAL MILK  
IS  
PURE, FRESH  
COWS' MILK.

[1138]

# Hongkong Daily Press.

ESTABLISHED 1857.

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[776]

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PORTLAND CEMENT.  
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BY popular English Manufacturers. In  
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SMOKELESS POWDER and CHILLED  
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Hongkong, 13th October, 1914. [1270]

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Hongkong, 18th April, 1914. [585]

## PEAK TRAMWAY COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 " " 10.00 " " 10 " "  
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\* These Brandy bottled by ourselves are  
guaranteed Grape Spirit and of Pot Still  
Distillation.

A. S. WATSON & CO.,  
LIMITED,  
HONGKONG AND CHINA.

19

## BIRTHS.

REISS.—On November 11th, at Shanghai,  
to Mr. and Mrs. HUGO REISS, a  
daughter.

JACKSON.—On November 11th, at Shang-  
hai, to Dr. and Mrs. E. D. JACKSON,  
a son.

URBAN.—On November 1st, at Hankow,  
to Dr. and Mrs. URBAN, a daughter.

BELL.—On November 10th, at Shanghai,  
to Mr. and Mrs. E. BELL, a son.

LUBBOCK.—On October 4th, at Havant,  
Hampshire, England, the wife of  
Lieutenant RUPERT E. LUBBOCK, Royal  
Navy, of a daughter.

SLOWE.—On November 12th, at Shang-  
hai, to Mr. and Mrs. CHLOE R. SLOWE,  
a son (Edward Patrick).

## MARRIAGE.

GOULDEN-SEQUEIRA.—On November 5th,  
at Shanghai, WILLIAM HENRY GOUL-  
DEN, to AUREA MARIA SEQUEIRA.

## DEATH.

CHALMERS.—At 33, Hart Road, Shanghai,  
on 16th November, JAMES L.  
CHALMERS, Commissioner, Statistical  
Department, Chinese Customs  
Service, Shanghai. [1355]

HONGKONG OFFICE: 10A, DES VOGES ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, NOVEMBER 17TH, 1914.

The cable which has swiftly carried to the uttermost parts of the world the news of the death of FIELD-MARSHAL LORD ROBERTS has rung a deep knell in the heart of every British patriot. It can be said of him without the least exaggeration that no soldier in our history has ever inspired more whole-hearted trust in his military leadership or greater affection and esteem for his personal character. For more than a generation past he has been idolised by the Army; and by no section of it has his name and person been revered more than by the Indian troops, whose representatives he had gone to France to greet as their Colonel-in-Chief when death overtook him. LORD ROBERTS was born in India, and forty-one years of his military career were spent in that country helping to create from the splendid material there an Army which is now winning for itself imperishable glory and renown on the battlefield of Europe. We can imagine how greatly the veteran Hero of Kandahar and of Pretoria must have regretted that the infirmities of age debared him from more active participation in the war, but he has at least had a true soldier's satisfaction

in dying practically on the field of action; and the circumstances of his death strike the popular imagination as a not unfitting termination to a brilliant military career. We can reach to-day what was said of him by *The Times* but six weeks ago on the occasion of his eighty-second birthday: "Had all his work been confined to the brilliant half-century of his official career his name would still have gone down as that of a great soldier whom the whole nation loved and revered; for it was associated with all the great forward movements of Imperial history since 1857—with the re-establishment of British power in India, the growth of security on the North-West Frontier, the steady improvement of method and moral in the British Forces both in India and at home, and finally with the turning of the tide in the darkest weeks of the South African War. But even that splendid record fails to give the full measure of his value in the complex of great forces which makes the life of the Empire to-day. To have been so well equipped, so readily followed, so decisive a commander in the field, was high service to the country indeed; but to have been, and still to be, so clear an example of a great life greatly and simply lived is higher service still; and LORD ROBERTS' example has never been brighter or more inspiring than it is to-day." We may leave the last sentences as they stand, for though dead, his great example stands, and will not readily be forgotten. The dramatic events of the past few months have proved how sure was his reading of the signs and portents of the times, and the deep sincerity of the convictions which prompted his untiring energy in the latter years of his life in warning his countrymen of the grave significance of continental militarism, and in appealing to the young and able-bodied men to train in yet greater numbers to support and liberate the professional arm. And when the hour came which proved the truth of his words he did not stop to call attention to their truth, but, as the *Times* writer remarked, he returned with fresh energy to all the help he could give in the practical prosecution of the war. His insight and experience were freely at the disposal of those who had the main responsibility to bear, and he was hard at work every day encouraging the recruiting of fresh troops, inspecting newly-formed regiments, collecting field-glasses and saddlery, and adding to the spirit and efficiency of the national organization in a hundred different ways, reminding us of the words which TENNYSON has put into the mouth of ULYSSES:

How dull it is to pause, to make an end,  
To rust unburnished, not to shine in use!  
As tho' to breathe were life.

Old age hath yet his honour and his toil;  
Death closes all; but something ere the end,  
Some work of noble note, may yet be done  
Unbecoming men that strove with Gods.

But now, alas, all is over and done, and around the bier of the great soldier a grateful people pay "the debt of boundless love and reverence and regret."

Mr. B. G. TOURS, C.M.G., of the British Consular Service in China, is a passenger on the *Tasaka Maru* for England.

The Hon. Mr. David Landale acted as Judge at the Shanghai races. Mrs. Landale reached Shanghai last Wednesday from Hong.

Mr. G. A. Dunlop has taken over the management of the Hongkong Branch of the Nederlandsche Indische Handelsbank (Netherlands India Commercial Bank) from Mr. G. Vermey, who is going on leave.

British merchants in Hankow have formed a Chamber of Commerce in which the nationals of the Allies are permitted membership, with the object of safeguarding British trade and developing the trade which has been lost by the Germans.

A return showing the number of cases of communicable diseases which have been notified as occurring in the Colony during the week ended November 14th shows that there were three cases of diphtheria (all Chinese, one fatal) and two non-fatal cases of enteric fever (British and Chinese).

Mr. C. Holstein, managing director of the stevedoring firm of Messrs. Nickel & Lyons, Limited, Kobe, a German subject, has been arrested and detained by the local Court. A formal charge of abduction has been made. The *Japan Chronicle* says that presumably the "abduction" refers to the case of a Japanese who left Kobe some weeks ago on a German steamer and was found on the Marshall Islands by a Japanese man-of-war. One of the vernacular papers has been publishing thrilling accounts of this man's adventures.

A Chinese watchman belonging to the river boat *Tai Lee* stands charged at the Magistracy with the manslaughter of another member of the crew, who died after a fight.

A Chinaman who was arrested with a quantity of dynamite in his possession as he was about to board a steamer proceeding to Macao was charged at the Magistracy yesterday with being in unlawful possession of the dynamite and a fuse. Defendant pleaded guilty. When the Magistrate spoke of the defendant as being in possession of bombs, Mr. Russ, who appeared for the defendant, corrected him, saying that the dynamite was for fishing purposes. The case was remanded.

The death took place at an early hour on October 5th of Mr. Percy A. Angier, who, after a service in the Far East of twenty-three years in the Chartered Bank of India, Australia, and China, retired some fifteen months ago. Mr. Angier was in his usual health up to September 30th, says the *L. and C. Express*, but an operation on the inner ear and for some brain symptoms became necessary on October 1st. This operation, though partially successful, did not entirely remove the pressure from the brain, and he slowly sank without having regained consciousness. During his service in the East Mr. Angier was in Java, Sumatra, and Japan, and for the latter part of the time was manager of the branches at Tientsin and Hankow. He was in his 48th year.

A sampan man named Fong Yau reported to the Yumati police that while he was rowing two men out into bay, they suddenly seized him and threw him overboard. He was rescued by a boatman of another boat and a chase ensued after the two men. Seeing that they were likely to be captured, the two men jumped into the harbour; one was arrested while the other escaped. Inspector Gerrard expressed in his report the opinion that while this was technically a case of robbery and attempted murder, apparently the intention of the two men was to secure, without payment, temporary possession of the boat. Fong stated that he and many other old men had been treated similarly before. A charge of robbery with violence and attempted murder was brought against the prisoner. After hearing the evidence, the Magistrate (Mr. Wood) adjourned the case until Thursday for another witness to be called.

THE NEW SERVICE BATTALIONS.  
CANDIDATES WANTED FOR TEMPORARY COMMISSIONS.

The General Officer Commanding, South China Command, wishes it to be made known that the Army Council are now calling for candidates from the Colony for temporary commissions as Captains and Lieutenants in the New Service Battalions now being raised in Great Britain. Preference will be given to gentlemen with previous military experience. Candidates should be not less than 25 nor over 40 years of age and must be certified as medically fit. Free passages will be granted to and from the United Kingdom together with an allowance of £20 for uniform and £7 10s. for camp kit. Pay and allowance will be granted as in similar rank in the British service with which they will rank *pari passu*.

Members of the Hongkong Volunteers who may wish to apply should do so through the Commanding Officer, and their applications will receive careful consideration from the General Officer Commanding.

Gentlemen who are not in the Volunteer Corps may forward applications to the D.A.A. and Q.M.G., South China Command direct.

Candidates from outside the Colony will also be considered, and their applications should be forwarded as above through the British Consul-General of their place of residence.

## DEATH OF MR. J. L. CHALMERS.

We deeply regret to record the death of Mr. James L. Chalmers, a Commissioner of the Chinese Maritime Customs, attached to the Statistical Department at Shanghai. As the author for some years past of the able reviews of the foreign trade of China, published as an introduction to the abstract of the annual statistical returns, his name is well known throughout China, and it will be recognised that by his death the Maritime Customs Service of China has lost a very able officer. Mr. Chalmers had been seriously ill for some time and he passed away yesterday at his home in Shanghai. His widow is a daughter of Mrs. Davidson, who for the past twelve months has been residing in Hongkong with her son and daughter at Saiwan Terrace, Quarry Bay, and the sympathy of many friends in Hongkong will be extended to the family in their sad bereavement.

## WAR NEWS.

## OUR INDIAN TROOPS.

ITALIAN DEPUTY SAYS THEY ARE MARVELOUS.

An Italian Deputy who returned to Rome from Bordeaux told a representative of the *Tribuna* that he saw the Indian troops.

"They are," he said, "something marvellous. The British made them land and camp on ground hired for them, in spite of the wish of the French authorities not to accept the payment. The troops are a splendid contingent from which France will derive immediate benefit."

## LONDON "ALMOST DESTROYED."

The Torquay correspondent of the *Times* sends us some curious extracts from a letter received by a German lady there from her father in Berlin. He says:—"London must be awful. Half of it burnt down, and Zeppelins always hovering over the place. Two years ago we spent such a pleasant time in that beautiful city, and now it is almost destroyed. I believe you are near Plymouth. I pray that you are safe. The war will soon be over, because England cannot find the money to continue it."

## A RECORD FALSEHOOD.

MOTOR-CAR THAT CARRIES 40 HEAVY AUTOMATIC GUNS.

The issue of September 10th of *Les Nouvelles*, a paper published at Teheran, Persia, the *Journal* states, contained the following intelligence supplied by a German local agency:—

"The German army, having advanced to within twenty miles of Paris, decided to give the Parisians a good lesson."

"A motor-car was fitted with forty heavy guns, each provided with eighty shells of deadly effect. The car was despatched in the direction of Paris, and thanks to the accurate calculations of the German engineers, it drew up right in front of the Government House, in the very centre of the capital."

"By an automatic action produced by the stopping of the car, the forty guns were fired simultaneously, many thousands of persons being killed. After 3,200 shots had been fired the car was captured by the French army in Paris."

"The marvellous gun, however, remains where it was, the French engineers not having been able to master the secret of its working."

## "IN HONOUR BOUND."

THE BRITISH "TEAM" FOR BERLIN.

With a sarcasm and a topical sense that everyone can admire a well-known photographer in Southampton-row is exhibiting outside his studio a witty comment on the war.

He framed the circular which the Duke of Westminster sent round last September asking for subscriptions for our share in the Olympic Games at Berlin, in which it will be remembered, the following sentences occur:—

In honour bound Great Britain must send a team to Berlin, and this object can only be accomplished by an efficient organisation and adequate financial support.

Below, by way of postscript, occurs this neat addition:—

The response to the above appeal has been most successful; the money has been found; and the team, most thoroughly equipped, is now well on its way to Berlin.

Very little doubt exists that all the prizes will fall into its arms. And the appropriate heading for all this is "In Honour Bound."

## LINER-CRUISERS' DUEL.

OFFICER'S ACCOUNT OF THE SINKING OF THE "CAP TRAFALGAR."

An officer of the *Carmaria* in a letter home describes the sinking of the German armed merchant cruiser *Cap Trafalgar* by the *Carmaria*.

He says they sighted the ship about 10 a.m. on September 14th in the South Atlantic. She was coaling from a collier, and two others were standing off. On sighting the *Carmaria* the *Cap Trafalgar* hurried off to the south, the colliers going eastwards.

"We steamed after her at top speed," proceeds the letter, "and when about four miles off she turned and steamed towards us. We were cleared for action and had been standing by our guns for some time, all strangely fascinated by the movements of our enemy. When about three and a half miles off we fired our challenge shot across her bows, and immediately after this she displayed her colours at the masthead and fired her first shot from her starboard after guns. This shot came mighty close over our heads, dropping in the water."

"Then the firing from both ships became fast and furious. Projectiles and splinters from bursting shells showered around us. The engagement commenced at 12.10 midday and lasted hot until about 1.10 p.m., when she showed signs of having been badly hit and was taking a heavy list to starboard, being on fire fore and aft. We were also on fire on our forebridge. Our bridge telegraph and steering gear were completely wrecked, and the captain's cabin, the chart-house, and a number of officers' quarters were gutted. We were also badly holed by her gunfire."

"After the *Cap Trafalgar* sank some boats with survivors could be made out, and one of the colliers rendered assistance. We had to clear away," adds the writer, "because low down on the horizon the signalman saw smoke, and what appeared to be a German cruiser. We steered away south, and then doubled on our course. By that time darkness was setting in and we thus escaped her clutches."

## GERMAN'S CONFESSION OF RAPINE AND MURDER.

"OUR MEN LIKE VANDALS."

From the pocket-book of a German officer belonging to the 178th Saxon Regiment of Infantry the following extracts have been made confirming the reports of German atrocities since the beginning of the war:—

"I visited," writes the officer, "a little chateau belonging to the secretary of the King of the Belgians. Our men conducted themselves like vandals, first ransacking the cellars, then upsetting everything in the rooms of the house."

"They even attempted to break open a strong chest, and magnificent pieces of furniture and china were broken. Our men also took away a heap of useless things."

"At Liège, from August 23rd, our men said they could not advance because marksmen were shooting at them from the houses. They got hold of about a dozen sharpshooters and placed them in three lines so that the same shot would hit three men at the same time."

"At Boussines," the writer continues, "our men destroyed everything. The spectacle of the bodies of the killed inhabitants defies all description. Not a house remains standing. Men, women, and children found in a monastery which had already been burned were shot."

"At Villers, the population having warned the French of the passage of our troops, we also set fire to the village after having shot the cure and some inhabitants."

THROWN INTO THE FLAMES.

"We crossed the French frontier and cantoned at Guy d'Ossus. The village was put in flames. A cyclist, in falling, made his gun go off and pretended that he had been shot at. For this all the inhabitants were thrown into the flames."

"At L'Esper 300 people were killed."

At the commencement of September, at Rethel, the officer says, the interior of some of the houses was burning and the furniture magnificent, but now everything is in pieces. "The vandals could not have done more damage. The commanders are responsible for this. They could have prevented the pillaging and destruction."

LITTLE SOUVENIRS.

The officer adds on another page:—"I found a fine waterproof and a good camera, which I intend to give to Felix."

On September 22nd, the 178th Regiment was at Alfontaine, and the officer writes that he is convinced that their graves will be in that country.

## TEN TO ONE.

An officer of the 24th Regt. writes on September 29th as follows:—

"I can't quite describe the awful sensations of these days, being pounded all day by shrapnel bursting all round you, and in a small dug-out which might have been struck and burst in any moment. But we had a good fight last Saturday, 29th, which will remain in the annals of the 24th. We didn't give an inch all day, and 250 of us fought and drove back between 2,000 and 3,000 Germans. They had only to make one determined rush of 40 yards and all would have been up, but though they came and remained for hours within 70 yards under the slope of a hill mostly, and so under cover, they had not the spirit to do it. They are cowards at heart—I have no hesitation in saying so—and whenever they showed themselves we moved them down at once. There were 60 to 70 German dead in one space of about 30 yards. They must have lost 300 or 400 before going off."

## GERMAN PREDICTIONS.

The war against England, the German Press predicted, would only begin at the end of October, when Antwerp had fallen and northern Belgium had become a base for operations against Great Britain.

Admiral von Tirpitz, who is now at the General Headquarters with the Emperor, had already announced that he would transfer himself on board his flagship to direct the operations.

## FIRST DEATH AMONG BRITISH AT TSINGTAU.

Pte. Thomas, of the South Wales Borderers, died on the 2nd instant after some weeks in hospital—the first death among British soldiers at Tsingtau. The bullet pierced the shoulder and cut an artery, death being due to internal bleeding.

## AMERICAN SAILORS' GREETING.

A SCENE IN HAVRE.

There was a great moment which I experienced one evening at Havre and which so long as I live I shall cherish (writes a *Times* correspondent). There was, I remember, a great sunset that night—one of those mighty banners of crimson and saffron that break from high right above the zenith and are spread to the deep horizons of the sea. In the harbour lay the *Tennessee*, the American battleship, awaiting her complement of refugees from threatened Paris.

Suddenly the look-gates were swung apart. A great booming of steam whistles announced the passing of a transport. She swung down on the tide, her every deck thronged with soldiers. She drew abreast of the black war-vessel with its long, grim funnels—very solemn and stately between pilot and following tugs. The fluttering Stars and Stripes at the stern-post of the American was dipped in greeting—a greeting that spoke, or so it seemed, a full and friendly sympathy. For remember this was the week of Mons. Suddenly, there broke forth from all these decks that grandest of all our war songs (and why do we sing it so seldom?)—"When Britain first at Heaven's command Arose from out the azure main. This was the charter of her land. And guardian angels sung the strain. And then an amazing thing happened. I heard it, thrilled. The gallant American sailors took up the rolling chorus:—  
Bute Britannia,  
Britannia rules the waves.  
Britons never, never shall be slaves.  
It was the most perfect act of brotherliness which I have ever witnessed."

## WOUNDED AND ALONE FOR FIVE DAYS.

BRITISH SOLDIER SHOT THREE TIMES.

William Henry Gullimore, of the 1st Loyal North Lancashire Regiment, is a standing and heroic example of the Englishman who "never says die," writes a correspondent from Paris. He is in a hospital bed in Paris under the care of distinguished French surgeons. I saw him to-day, a curious bundle of bandages and splints, and heard his story of a terrible experience on the battlefield:—

"I was first shot three weeks ago come next Monday. I was in a cornfield when a bullet got me in the leg and fractured my thigh. I went down all in a heap, but managed to bind myself up and stop the bleeding. There were lots of dead Germans near me, and one living German officer, who was lying quite close. He could understand a little English and gave me a piece of bread. That was the only food I had for five days."

"After I was shot two of our stragglers came along and tried to help me to get along, but the fire was too hot for them and they let me down again. Then a German ambulance came and picked up the officer. I asked him to tell them to take me too, but although he was so kind about the piece of bread he wouldn't do it. He only said, 'You are an enemy.'"

SAFETY IN A SHELL-HOLE.

"That was my first night on the battlefield. The next day was Tuesday. On this day I was shot for the second time, a stray bullet hitting my left hand while I was lying there. Seeing a hole in the ground made by one of those big shells the Germans fire, I rolled into it, and thought myself lucky to be there. They had trained a Maxim on the part of the cornfield in which I lay and the bullets were ripping across the top of the hole and hitting the opposite side. I watched them for quite a time."

"After I had been in the hole for a time I crawled out again to look for water, which I got from the water-bottles of the dead Germans. But I could not find anything to eat. On this day two Gloucesters came and tried to make a stretcher for me with their rifles, but again it was too hot, with the big shells and the Maxims firing, and they had to give it up."

"Tuesday night was my second night. On Wednesday I was shot again—the third time—in the right foot, the bullet entering the sole of the foot as I lay there. I did not think of much all this time except to call for help and to crawl round from one of the dead Germans to another looking for water. About a mile and a half away I could see a regiment—it turned out to be the Welsh—digging trenches. "I was now very faint and hungry, but I got through the night all right and next day, Thursday, I crawled eighty yards in the direction of the trenches. For the rest of the day I lay quiet. All this day I saw no one, but at night I had my first piece of luck. In one of the German water-bottles I found some rum. It was this, I think, that kept me alive that night."

"On the following day, Friday—my fifth day in the cornfield—I felt better able to move, and I determined to make a last effort to save my life. I started crawling along in the direction of the trenches. It was very hard, seeing that my left thigh was fractured and my right foot wounded, but after several hours I covered 800 yds."

"I was about finished when a man of the Welsh Regiment saw me and came out for me. That man ought to get the Victoria Cross. I didn't ask his name, and I don't know what it was, but he was a real good one and no mistake. He got me up on his shoulders and he carried me right in. The Germans were firing all the time, and I was so near finished that I wanted him to drop me and let me die. It didn't seem right for him to be worrying about getting me in. All he said was, 'You hold tight, old man; I've got you all right and I don't intend to let you go!'"

The surgeon's examination of the man when he arrived bore out his statement of condition and the state of his three separate wounds were sufficient evidence of the truth of his story, which is one of the most curious that have yet come under the notice of the hospital doctors.

## THE KAISER'S PLAN FOR FRANCE.

"TEN COMMANDMENTS" OF CRUSHING SEVERITY.

Although France has always realised that Germany would like to reduce her to impotence, considerable surprise has been aroused by M. Clemenceau's revelations, obtained on the unimpeachable authority of an American correspondent.

According to this gentleman the German Ambassador in the United States, Count Bernstorff, speaking in a club, recently enumerated the German conditions, in the event of victory, as follows:—

- 1.—All the French colonies, including Morocco, Algeria, and Tunis.
- 2.—All the country east of a line from Saint Valéry to Lyons.
- 3.—An indemnity of ten milliards of francs.
- 4.—A treaty of commerce, allowing German goods free entry into France for twenty-five years without reciprocity.
- 5.—The suppression of recruiting in France for twenty-five years.
- 6.—The demolition of all French fortresses.
- 7.—The handing over by France of three million rifles, three thousand guns, and 40,000 horses.
- 8.—The admission of German patent rights in France for twenty-five years without reciprocity.
- 9.—The abandonment by France of Russia and England.
- 10.—A treaty of alliance with Germany for twenty-five years.

Commenting on Germany's "ten commandments," the *Temps* remarks: "Further proof is here afforded that Germany systematically prepared for the destruction of France while the latter was nursing pacific illusions," and concludes: "We must bear this in mind when we come to consider our own conditions of peace, with a view to removing for ever the possibility of Germany preparing for our dismemberment."—*Reuter*.



# THE WAR.

[THROUGH REUTERS AGENCY.]

## THE STRUGGLE IN FRANCE AND BELGIUM.

### GERMANS COMPELLED TO EVACUATE COMPLETELY THE LEFT BANK OF YSER CANAL.

London, November 15th.  
5.30 p.m.

A Paris *communiqué* states that yesterday it was comparatively quiet on the whole front, the day being principally marked by artillery duels.

The Germans, however, again delivered attacks northward, eastward and southward of Ypres, all of which were repulsed with heavy losses. Thus, during the last few days, all the enemy's efforts have resulted in nothing but the taking of the ruined village of Dixmude, which, owing to its isolated position on the right bank of the canal, rendered its defence difficult.

We continue to push forward in the trenches along the greater part of the front from the Ly to the Oise.

There have been only simple cannonade actions in detail along the rest of the front.

London, November 16th.  
1.50 a.m.

The official *communiqué* issued at Paris in the evening stated that the most notable incident during the day had been the throwing back of the enemy to the right bank of the Yser canal. A portion of the left bank, which the Germans still held, has been completely evacuated.

We have recaptured, south of Bixchoote, a little wood which had been lost after a night attack. The enemy, at the end of the day, unsuccessfully tried to take the offensive south of Ypres. There has been nothing noteworthy elsewhere on the front.

[Official Telegrams from French Government via Peking.]

On the 13th the fighting was less violent throughout the North region. The German attack against the bridgehead of Neuport failed. The German offensive also failed East and South East of Ypres, where the Germans were obliged to abandon numerous killed on the ground. The Allies made detailed progress between Labasse canal and Arras and forced the enemy back in the regions of Lassigny and Aisne. Fierce fighting also took place in Argonne, without result for the Germans who sustained heavy losses caused by French artillery. The French artillery stopped at the very beginning the German attempts in the area around Verdun.

On the 14th the situation was calm and German attacks around Ypres were all repulsed. It is confirmed that in that region the Germans sustained very heavy losses; one battalion starting on the 13th in the morning with an effective of 1,000 men was in the evening counting only 120, who were taken prisoners. Numerous companies of infantry as well as the Prussian Guard and the Bavarian Corps which, at the beginning of November, had a strength of about 250 or 300 men have seen their numbers reduced now to 50 or 100 men.

### THE SUPPLY OF FOODSTUFFS TO FRANCE.

London, November 16th.

A message from Bordeaux states that M. Caillaux, accompanied by his wife, has sailed for Brail to enquire into the supply of foodstuffs to France and also the question of cable communications.

### THE DEATH OF LORD ROBERTS.

#### THEIR MAJESTIES DISTRESSED.

London, November 15th.

Their Majesties the King and Queen are greatly distressed at the death of Lord Roberts, and have sent messages of condolence to the widow.

A funeral at St. Paul's has been considered, but a private funeral at Ascot (Lord Roberts' country seat) is probable, in deference to the wishes of the family.

#### GRIEF OF THE ARMY.

London, November 16th.

Sir John French has wired to Lady Roberts expressing the grief of the Army at the loss of a much-loved chief. The message added:—

"It seems a fitting ending to the life of so great a soldier that he should have passed away in the midst of the troops he loved so well, and within the sound of guns."

The *Daily Mail* announces that Lady Roberts has declined the offer of the burial of her husband in Westminster Abbey.

### RUSSIAN ADVANCE GUARDS RETREAT FIGHTING.

London, November 16th.  
5.20 a.m.

A Petrograd official message says that in view of strong Turkish re-inforcements from Chryska, Erzerum and Trebizond the Russian advance guards retreated fighting.

The Turkish attempts to re-capture Khavessur Pas have failed.

[THROUGH REUTERS AGENCY.]

### TURKISH FORTS DEMOLISHED BY BRITISH WARSHIP.

#### INDIAN TROOPS CARRY THE ENEMY'S POSITIONS.

London, November 15th.

The Admiralty announces that Indian troops, assisted by H.M.S. *Duke of Edinburgh*, carried out successful operations against the Turkish garrison at Sheikhseyd, and also occupied the forts on the east of Cape Bab-el-Mandeb.

After the warship had disabled fort Turba, three battalions were landed in face of opposition, carried the enemy's positions and occupied the forts. Large amounts of munitions along with six field guns were captured.

The troops lost four killed and sixteen wounded.

[Cape Bab-el-Mandeb is on the north side of Bab-el-Mandeb, the "Gate of Tears," or "danger," at the southern entrance to the Red Sea. It is a conical basaltic rock 865 ft. in height. Perim is situated in the Straits of Bab-el-Mandeb opposite the Cape.]

### MOSLEM LOYALTY TO GREAT BRITAIN.

#### HEAD OF THE MORGHANI SECT EXPRESSES HIS ALLEGIANCE.

London, November 15th.

Sheikh Said el Morghani, head of the Morghani sect, and direct descendant of the Prophet, a man of great influence in Egypt, Arabia and the Sudan, has telegraphed strongly condemning the action of the Turkish Government in declaring war on Great Britain and her Allies. Morghani says that Turkey is being sacrificed to German ambition, and that those in authority in Constantinople, by placing themselves under Germany's evil influence, have lost the sympathies of the Mohammedans throughout the world, and have involved the Turkish people in certain ruin. Morghani also expresses on behalf of himself and all his followers their most sincere and loyal attachment to Great Britain, to whom all the Moslems owe so much.

Sherif Yusuf Elhindi, a religious personage of high standing, has written in a similar sense, and loyal protestations are arriving from every important Sheikh and Ulim in the Sudan.

### "IF GERMANY WINS"

#### FUTURE OF THE OTHER POWERS.

The *Echo de Paris* publishes a letter from a Dutch correspondent who recently went to Germany on business.

He has, says the journal, formed the impression that every one in Germany hailed the war as an historical necessity, and that nobody in Germany doubts that with her big guns and her splendidly organized masses of troops Germany and Austria will emerge from the conflict victorious.

The war, the Allies have never contemplated the possibility of being begun, and they accept the war on account of the enormous economic prosperity that would ensue from it.

Germany will demand Belgium and Holland, and 100,000,000,000 francs from France, besides Morocco and Algeria, and the abolition of the Army and Navy Estimates. They would allow France to liberate her territory very quickly, especially by selling Indo-China.

In a few days Dutch territory will be violated. If the Netherlands confine themselves to a platonic protest the Queen will be admitted after the peace into the German federation, with privileged station while King Albert will be dethroned. Belgium and Holland will have a position similar to that of Saxony and Bavaria, with dynasties of their own, and will not be subjected to a régime similar to that of Alsace-Lorraine.

If the German army has to fall back it will occupy Holland; the resources of which will contribute to feeding Germany. The great desire is to spare Germany the shame of an invasion.

Violent hatred is shown against Italy even more than against France, and there will be a final account to settle with her. Even without war, efforts will be made to ruin her economically.

As to Roumania, there can be no question of victorious Austria-Hungary ceding Transylvania to her. As she observes neutrality she will be paid with economic advantages and advantageous treaties of commerce.—*Reuter*.

### PLAN THAT MISCARRIED.

#### THE AUSTRIAN ANTICIPATION OF VICTORY.

When the Austrians set out to "punish" the Servians, they posted a proclamation in Vienna for circulation in the conquered country.

The paternal and benevolent language, says the *Morning Post's* Milan correspondent, contrasts so ironically with the military situation that it is worth while to give a few extracts:—

By the will of God, who guides the destinies of peoples, and the strength of his Majesty the Emperor Francis Joseph, your country has been subdued by force of the arms of the Austro-Hungarian army. You have submitted to a rule just and wise of the Gopodar, who sent us, not to avenge and punish, but to inaugurate a reign of truth and justice.

His clemency extends as far as his strength. Trust in his clemency, trust in the soldiers, who love justice and are conscious of their duty. They will be strong guard for your country, and protect you devotedly.

The proclamation winds up with a further reference to the lot which "he will of the Omnipotent God" has, or rather, was to have, imposed on the Servians and Montenegrins.

### SHANGHAI RACES.

#### RACE FOR THE CHAMPIONSHIP.

The following account is taken from the *N.C. Daily News*:—

The Champion Sweepstakes.—Value, Tls. 1,000. Second pony, Tls. 300. Third pony, Tls. 200. For all China ponies, winners at this meeting. Weight for inches as per scale.—One mile and a quarter.

Mr. Henry Morris' Castlefield (Mr. Stewart) ..... 155-1  
Mr. Durgor's Concession (Mr. J. K. Brand) ..... 155-2  
Mr. W. S. Jackson's Suffolk, late Sandiway (Mr. C. R. Burkill) ..... 151-3  
Mr. Mohawk's Futurist (Mr. Mr. G. Morris) ..... 152-0  
Mr. Lamerton's Bornite (Mr. Rowe) ..... 152-0  
Mr. Hy. Morris' Cornfield (Mr. Moller) ..... 152-0  
Messrs. Toog & Speelman's Swanee (Mr. Heard) ..... 152-0

The Champions brought out seven of the best old ponies who won races at the meeting, a prominent absentee being Singari, who went lame after winning the Leger. The field was small but good, and it was expected that Suffolk would romp home. From a good start, Suffolk took the lead, followed by Bornite. Futurist then rushed to the front, with Suffolk second, Cornfield third, and Bornite fourth. Nearing the mile post, Futurist went out with a lead of five lengths, Suffolk and Cornfield running level in second place, Bornite still being fourth. Suffolk then took second place, and entering the back straight, with the exception of Futurist's big lead, the field was fairly well together. Futurist led at the three-quarter mile post by six lengths, and here Cornfield took second place from Suffolk. Nearing Probst's Corner, Futurist still had a lead and Cornfield was ahead of Suffolk by three clear lengths, Suffolk having a neck lead of Bornite. At the Monument, Cornfield got level with Futurist and then immediately took the lead. He led into the straight, where Bornite came up. Suffolk came through quickly on the rails and for a time led the field. Opposite the Chinese Stand, Castlefield, who had been lying in good position all the way, raced up, passed Suffolk, and established a one length lead. A furlong from home, this lead was slightly increased and the result of the race was beyond doubt. Concession then challenged Suffolk and took second place. Castlefield won in splendid style by two lengths, and Concession beat Suffolk into third place by three-quarters of a length. Cornfield was fourth and Bornite fifth. Time, 2min. 38.4-5secs.

### BRITISH STEAMER FOUNDERS.

The s.s. *Guthrie* is reported in Shanghai papers to have foundered off Taku Light vessel whilst lying at anchor. A terrific gale was blowing and tremendous seas were encountered all night long. The *Guthrie* was seen by a passing steamer to be submerged from her stern to the bridge.

### FOREIGN OFFICE SURVEY OF EVENTS.

#### EGYPTIANS THANKFUL FOR BRITISH PROTECTION.

#### THE PRICE OF FOOD IN GERMANY.

The following official telegram from the Foreign Office was received by the Legation in Peking:—

London, November 5th.  
German newspapers criticise their Government's delay in fixing the maximum price of corn and controlling the supply, maintaining that prices will be rendered higher by delay. The *Frankfurter Zeitung* says that the present prices are neither cheap nor just, and are at a level which, two months ago, nobody would have dared to mention aloud.

The German Press attempts to show that the financial and industrial strength of Germany has been under-estimated abroad.

The War Committee of German industry is issuing absurd statements to the effect that Germany is stronger in these respects than the Allies.

With regard to unemployment the *Vorwärts* says that unemployment, which in particular industries was bad before the war, has now increased enormously. An interesting statement made by a member of the Bavarian Landtag shows mistrust of the subjection of diplomatic to military interests by the Prussian war party, and admits that the invasion of Belgium was a mistake through which Germany may suffer severely.

#### SOUTH AFRICAN REBELS SCATTERED.

The South African revolt is almost nonexistent. Maritz's commando has been scattered, while Beyers' is in flight. Meetings of the Dutch in South Africa violently denounce the treachery of the rebels.

Official news from Pretoria reports that Colonel Alberts has recaptured 110 men of Commandant de Villiers who were captured by rebels at Trefontien on October 29th.

The German force which invaded the territory of the South African Union is retreating hurriedly to German South-West Africa. Maritz, before he was wounded, only kept his commando together by threats. The men are now surrendering voluntarily.

The people have received the proclamation of martial law in Egypt calmly. Mohammed Bey, Chief of the Egyptian Liberal Party, replying to the declaration made by the German Chancellor to the Danish Press about Egyptian loyalty, says that he thanks God for British protection which saves Egypt from a German barbarian invasion and from the fate of Louvain and Reims.

Representative Arabs assure General Maxwell of their loyalty and willingness to serve.

#### GERMAN PRISONERS AND THE PREMIER.

Mr. Asquith, the Premier, on visiting Newbury, was cheered by German prisoners, who thus effectively gave the lie to the statements made by the notorious Peters, who was once ostracized by the Germans.

A Belgian official *communiqué* announces a German retirement to the left bank of the Yser. This is admitted by the Wolff Bureau.

The statement by the Wolff Bureau that a Greek torpedo-boat has been sunk by a British man-of-war in the Mediterranean is without foundation.

### GERMAN VIEW OF BRITISH POLICY.

#### A Berlin telegram states:—

The *Norddeutsche Allgemeine Zeitung*, which is recognised as the semi-official organ of the German Government, referring to Great Britain's answer to Herr von Bethmann-Hollweg's declaration, says:—Sir Edward Grey attempts to excuse Mr. Asquith's omission to mention the neutrality of Denmark by the impossibility of discussing in every speech all the details of a question. Quite right, Herr von Bethmann-Hollweg did not, for instance, mention the Anglo-Russian Treaty of 1907, which, in the interest of the Persian people, converted Northern Persia into a Russian province, nor the Treaty of 1904, which made it possible for France to occupy Morocco and for England to break her treaty obligations in Egypt. Mr. Asquith was, however, very prompt, and many of his phrases could much better have been omitted than a few words about respecting Danish neutrality. This excuse, therefore, will not avail Sir Edward Grey. The latter has nothing to say about Egypt, nor about the cutting of cables between Germany and the rest of the world. He also omits to mention the horrors committed by the Belgian people. Sir Edward Grey also omits to mention the alliance with Russia. It is obvious that in this instance he is unable to find the traditional English formula for "in the interest of liberty."

#### HATS OFF TO THE COOKS.

It is orderlies and cooks that are exposed to danger at the front, says General Yamada, who was Commander of the Right Wing of the Japanese expedition. "Our men put on the work of repairing the roads," he said, "had to make use of natural and artificial shelters. Our men on the front line are secure in subterranean coverings. It is orderlies and cooks that are exposed to danger. A few of them are killed or wounded daily." In other words, in such operations non-combatants run the greatest risk. Hats off to the cooks!

### UNEMPLOYMENT IN GERMANY.

#### SOME INTERESTING FIGURES.

PEKING, November 9th.  
A Foreign Office telegram states that an article in "Die Konjunktur" of October 15th calls attention to the heavy increase of unemployment and rise in the cost of living among the working classes of Germany. The following statistics for July and August are given: For every hundred vacancies there came the following numbers of applicants: Dresden 800, Leipzig 600, Hamburg 500, and Berlin 350.

### INTIMATIONS

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Then my little girl two and one-half years had her face the same in no time. The children were tormented with the terrible irritation. My little boy used to pick at his ears so much in his sleep that we really thought he would pick it all away. This trouble would form in matter, plagues and in no time they would break and turn into great ugly sores. They did not know what it was to get a night's rest for weeks.

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[96-22]

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Hongkong, 17th November, 1914. [1363-1]

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[21]



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Hongkong, 16th November, 1914. [1366]

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THE attention of Members is drawn to the fact that GRIFFIN AUCTIONS are now being held in Shanghai and that anyone wishing to make purchases of PONIES eligible to run in the "SPECIAL CLASS" now have the opportunity of filling requirements.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 16th November, 1914. [1367]

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CAPT. D. A. LUKHMANOFF,  
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Hongkong, 17th November, 1914. [1368]

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Resident Secretary for the Far East.  
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[1176]

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Hongkong, 12th November, 1914. [1347]

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(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 16th APRIL, 1912.)

Authorized Capital ..... \$50,000,000.

Paid-up Capital ..... \$10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusich, Wuhu, Anching, Tatsung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luansien, Tsanghsien, Hsingtsi. HONGKONG: Wenchow, Shaohsin, Chialsin, Lanchi, Huchow, Ningpo. KAI-FENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chewsun, Tuansieu, Linchi, Lintung, Tsienin, Yihub, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng, Foochow. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitshar, Teling, Chinchow, Antung. CANTON: KUEIYANG, Peking: Kueihua, Suiyuan, etc., etc.

**CANTON BRANCH:**

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.  
Hongkong, 18th October, 1914. [1243]

**TO LET**

**TO LET.**

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.

Apply to—  
DEACON LOOKER, DEACON & HARTON,  
Hongkong, 29th October, 1914. [1305]

**TO LET.**

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colour-washed.

No. 19, BELILIOS TERRACE.  
"KIEKENDOA" Furnished, No. 122, Plantation Road, Peak.  
"BEACONSFIELD," Battery Path.  
No. 58, THE PEAK (5 CAMERON VILLAS)

**TO LET.**

Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.  
Apply to—  
LYNSTEAD & DAVIS,  
2nd Floor, Alexandra Buildings.  
Hongkong, 30th October, 1914. [1174]

**TO LET.**

No. 33, CONDUIT ROAD. Six-Roomed House, with Tennis Court from 1st November, 1914.

Apply to—  
E. A. CARVALHO,  
No. 5, Macdonnell Road.  
Hongkong, 28th October, 1914. [1299]

**TO LET.**

OFFICES in Hotel Mansions.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 6th November, 1914. [1329]

**TO LET—FULLY FURNISHED.**

No. 5, MORRISON HILL. Immediate Possession.  
Apply to—  
HARRY WICKING & Co.  
Hongkong, 29th October, 1914. [1303]

**TO LET.**

No. 6, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.

RIICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repaired to suit tenant's taste. Garden and Tennis Court.  
For further particulars apply to—  
H. M. H. NEMAZEE,  
10, Des Voeux Road.  
Hongkong, 3rd November, 1914. [1319]

**BANKS**

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum. Depositors may transfer at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Chief Manager.  
Hongkong, 2nd November, 1914. [18]

**NEDERLANDSCH-INDISCH HANDELSBANK.**  
(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (\$2,500,000)  
Paid-up Capital... Fl. 17,407,000 (\$1,450,580)  
Reserve Fund... Fl. 6,518,000 (\$542,168)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS DEACONS BANK.  
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,  
No. 8, Des Voeux Road Central.  
Hongkong, 17th November, 1914. [21]

**THE BANK OF TAIWAN, LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000  
Capital Paid-up ... " 8,750,000  
Reserve Funds ... " 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

**BRANCHES AND AGENCIES.**

Amoy. Kinkiang. Shanghai.  
Batavia. Kobe. Singapore.  
Bombay. London. Swatow.  
Calcutta. Manila. Fuzhou.  
Canton. Moji. Taiwan.  
Dairen. Nagasaki. Tientsin.  
Newchwang. New York. Tokyo.  
Kagi. Osaka. Yokohama.  
Kobe. San Francisco, etc.

**HONGKONG OFFICE.**

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.  
Hongkong, 10th October, 1914. [1311]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

Paid-up Capital ... \$15,000,000  
Reserve Funds—  
Sterling ... \$15,000,000  
Silver ... \$15,000,000

Reserve Liability of Proprietors \$16,000,000

**COUNCIL OF DIRECTORS.**

HON. MR. D. LANDALE—Chairman.  
W. L. PATTERSON, Esq.—Deputy Chairman.  
S. H. Dodwell, Esq. J. H. Holyoak, Esq.  
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CHIEF MANAGER:  
Hongkong—N. J



**APRER**  
**CHINSTONE'S**  
**"SQUARE BOTTLE"**  
**WHISKY.**  
UNVARIED FOR OVER  
**150 YEARS.**  
THE SAME TO-DAY AS IN  
**1745.**  
**BEWARE OF**  
**IMITATIONS.**  
SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.

**MARTIN'S**  
**APOL & STEEL**  
**PILLS**  
A French Remedy for all Irritations  
of the Urinary System, such as  
Gonorrhea, Syphilis, etc. It is a  
purely vegetable preparation, and  
is the only one that can be taken  
without any harm to the system.  
It is the only one that can be taken  
without any harm to the system.  
**MARTIN'S**  
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**SYRUP**  
OF  
**HYPOPHOSPHITE OF LIME**  
FOR  
**STUBBORN COUGHS**  
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**THE NEW FRENCH REMEDY, No. 1, No. 2, No. 3**  
**THERAPION**  
BLOOD PURIFIER, KIDNEY, BLADDER, AND  
URINARY SYSTEM. It is a purely  
vegetable preparation, and is the  
only one that can be taken without  
any harm to the system. It is the  
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any harm to the system.

## NOTICES TO CONSIGNEES

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HULL, LONDON AND STRAITS.

## THE Steamship

## "GLENHURST"

This steamer brings cargo from Middles-

brough, Hull and Antwerp, etc.

"CARDIGANSHIRE".

Captain F. T. Jones, having arrived from

above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

the risk into the Godowns of the Hongkong

S. Kowloon Wharf and Godown Company,

limited, Kowloon, and stored at Consignees'

risk and expense.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

stored on Thursday, 19th inst., at 10 A.M.

All Claims must be presented within FIVE

days of the Steamer's arrival here, after which

they cannot be recognized.

No Claims will be admitted after the Goods

are left in the Godowns, and all Goods remaining

unclaimed after the 19th inst. will be subject

to sale.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 12th November, 1914. [1351]

## SHIPPING REPORT.

The British str. Luchow reports: Fresh

onshore, fine and clear.

## PASSENGERS.

ARRIVED.

Per Luchow, from Amoy, etc., Mr.

Aitah.

Per Atlantique, for Hongkong, from

Bangkok, etc., Mrs. Forsyth and 2

infants, Mr. Y. C. Dyer, Mr. H. B.

Leach, Mr. B. Brodsky, Mr. Pore

Henry, Mr. H. Y. Halse, Mr. and Mrs.

Orsgh.

## ASSOCIATION FOOTBALL NOTES.

The feature of Saturday's game between the Hongkong F.C. and the Staff and Departmentals most worthy of chronicling was the opening of the Club's credit in the way of goals. This was the third "friendly," and in neither of the other two did the Clubmen defeat the opposing defence. Even this was more or less a fluke—although it was about the only fluke that happened to turn the right way for the unfortunate home team. One detects a task of harping on the element of luck in football, but nevertheless one can never put aside the acknowledged fact that luck is the predominant factor in football, as in most things.

Highest praise must be given to the soldiers' line of offence, which was remarkably good. Chief credit must be accorded the sprightly Davis, who, in the centre, romped and roamed and frolicked with extraordinary vivacity, and was as full of tricks and dodges as the proverbial old fox. Even when his footwork failed him, his fine turn of speed nearly always pulled him through. Even the Hongkong intermediate line, which he and his confederates raced about all over the field, could not but admire his play, although doubtless often exasperated by their "will-o'-the-wisp" opponent.

The Club's centre-half, Long, never relinquished his tireless and unquenchable ardour for the chase. In fact, all three halves persisted to the end with undiminished zest in their efforts to quench the effervescent forwards of the Staff and Departmentals. They gave a meritorious example of sheer grit, the grit that athletes who win long-distance foot races are known to possess, in face of distressing wind troubles. Had the soldiers' forwards cut clean through more frequently instead of leading the Club defenders around in circles the score might have been much heavier—for the Staff and Departmentals. They swung the ball about well, but too squarely, thus enabling the civilians' defence a second opportunity to gain the leather. Once a man is beaten, the attackers should endeavour to see to it that he could not turn up behind the backs—a la the great Wedlock.

The Club half-line were much too occupied in looking after Davis and his colleagues to lend great service in "feeding" their own quintette, who consequently had to fetch and carry for themselves on a broiling hot afternoon. The Club might of course have adopted the perfectly legitimate method of masking the fire of the opposing centre-forward by the simple device of telling a man off to dog his every footstep and thus render him more or less ineffective. Centre-forwards are perfectly familiar with this nullifying, cramping, and decidedly unlaudable method, which, where a team depends to a large extent on the smooth working of matters from the centre, cripples a whole attack. As the Club never enter the arena with the "win-at-all-prices" idea, and because they are sportsmanlike, Davis had his freedom, and he did not fail to take advantage of it.

In the Hongkong front rank, apart from the formidable difficulty of having to depend upon themselves for opportunities, there was some indefinable and indescribable element wanting. They were always endeavouring to attain their primary object, but the last ditch could not be crossed until the end, and then it was an inglorious bit of luck, a pass from the Captain to Goldenberg a few yards out being turned goalwards by the inside-left, and going into the net off a back. It was quite deserved, and the Club forwards might have also bagged at least another—but for various things that need not be detailed.

On the results of the three matches, all of which were against teams which will be competing in the League, the Club's prospects, thought to be pretty good when the Military and Naval teams were considered to be weaker, do not appear too rosy. It will be discovered ere long, methinks, that the Service combinations are not so much weaker. So much the better for the competitions.

The Club team does not require any great re-modelling, and it is to be hoped that when the first choices are available, the team will be kept together as much as possible for the sake of the common understanding.

GREEN AND WHITE.

## A NEW P. &amp; O. MAIL STEAMER.

The P. & O. Company's new steamer *Kaiser-i-Hind*, so named in commemoration of the visit of Their Majesties the King and Queen to India in connection with the Imperial Durbar of 1911-1912 (at which time the vessel was projected), has been completed at the yard of Messrs. Caird & Co., Greenock. She is of 11,430 tons gross register with a length of 520 feet; breadth 61 feet; depth, amidships, 38.3 feet and is driven by two sets of quadruple expansion reciprocating engines developing 16,000 horse-power. While she embodies the general design of recent steamers of the "M" class, her internal planning presents a further development of this favourite type among P. & O. steamers; and, being intended more especially for the company's mail and passenger services between London, Marseilles and Bombay, all her arrangements are made to meet that particular trade.

In the first saloon cabins, upper berths are almost entirely absent; most of the cabins contain only two berths, and there are besides numerous single-berth cabins. A large majority of the cabins are furnished with cot beds, wardrobes, writing tables, etc., and for each bed throughout the ship there is provided a portable reading lamp; the free provision also of an electric ventilating fan in each cabin will be appreciated. The passenger cabins include en suite accommodation in the shape of cabins-de-luxe and bedrooms

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TELEPHONE 346.

HAVE JUST RECEIVED IN THEIR  
**TAILORING DEPT.**  
THE NEWEST AND BEST  
IN  
TWEED AND DRESS SUITINGS.

HOMESPUN HARRIS AND DONEGAL

**TWEEDS FOR SPORTS**  
**WEAR**  
A SPECIALITE.

SEE WINDOW.  
**WM. POWELL, LTD.,**  
HIGH-CLASS TAILORS.

with bath-room attached. Water is laid on to all cabin lavatory basins throughout the ship. Altogether there is accommodation on five decks for 315 first and 223 second saloon passengers.

The sixth and uppermost deck, the boat-deck, will while intended for general use, be of especial value to passengers as an observation deck. Beneath the boat-deck, sheltered promenade wing decks, flanking the music saloon and a double range of cabins, extend throughout the midship length of the vessel. On this level also is situated the first-class smoking saloon, a handsomely designed apartment with a glass-domed roof, including among its comfortable appointments lounge seats, card-tables, electric punkahs, etc., while, at the after end, access is had to an open-air verandah. Aft of the after well, this deck is continued as an awning covered promenade poop-deck of considerable area for the enjoyment of second saloon passengers. Below, on the hurricane and promenade decks respectively, are the second-class music and smoking saloons and the second dining saloon, all comfortably furnished, well ventilated and spacious.

The first dining saloon is situated forward of the midship section on the upper deck, with a seating capacity for some 300 passengers and, like the second dining saloon, extends through the width of the ship. This saloon, in common with the ship's other public apartments, has been constructed internally from the designs of Mr. E. E. Collett, with mural decorations and embellished frescoes by Professor Moira; it is approached from the decks above and below by a handsome companion staircase and is lighted from the sides by 25 large circular portholes and from above by an oval well which rises through the music saloon and is continued to the promenade deck, where it terminates in a large stained-glass dome, in the ends and sides of which Professor Moira's pictures are placed. The music saloon is extensive and lofty; the rich but quiet tones of its furniture give it an air of repose; while at the after end, next the companion compartments containing the ship's library, the luxuriously furnished divan or smoking lounge, immediately abut the music saloon, is more spacious than in recent steamers of the "M" class and has a sufficiency of corners and bridge tables. On the main deck is the children's saloon or play-room. For the service of passengers requiring, during the voyage, care at the hands of the ship's surgeon, dispensary and hospital cabins are fitted up in accordance with the latest practice. In the interior design of the saloons Mr. Collett has produced a rendering of the Georgian style traditional of Sir Christopher Wren and those immediately following him. The music and smoking saloons are panelled in oak of a hue suggesting the woodwork of an old interior; while as to some of the panelling the design results from an examination of interior details of the city church of St. Lawrence Jewry.

The *Kaiser-i-Hind* has an electric laundry capable of dealing, on voyage, with passengers' needs in the matter of fresh linen and is fitted with a powerful installation of wireless telegraphy on the Marconi system in charge of skilled operators. At the disposal of the purser's department is a modern refrigerator plant with considerable storage capacity ensuring ample supply and variety of fresh table provisions during the voyage. The first and second saloon galleys are, moreover, fitted with up-to-date electrical devices as adjuncts to the services of the culinary staff.

## HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

RESIGNED.

No. 1537 Pte. H. B. Willan is permitted to resign dated 16th November, 1914.

PARADES.

Parades for to-morrow (Tuesday), 17th inst., 6.15 a.m. and 5.15 p.m. under Company Officers.

All Recruits under an Instructor.

DETAILS.

On duty: Artillery Battery and Left Section M.G. Co.

Officers on duty: Capt. Armstrong, Lt. Kennett and Lt. Dabry.

Orderly Officer: Lieut. Dabry.

To furnish Guard to-night: Left Section M.G. Co.

Orderly Sergeant to-night: Corpl. Lovick.

A. CHAPMAN, Lieut. Colonel.

Commanding H.K.V.C.

## VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

1.—PARADE. Nos. 1, 2 and 3 Companies, Tuesday, 17th. N.C.O.s, Friday, 20th, and Recruits, Mondays, Tuesdays, Wednesdays and Fridays, as ordered. Dress: Drill order.

2.—FIELD DAY. Ordered for Sunday, the 22nd inst.; will take place on Lamna Island. Nos. 1, 2 and 3 Companies will parade at 8.30 a.m. on the Cricket Ground. Dress:—Marching order, with waterbottles filled. Men will bring their own sandwiches.

L. G. Bird, Captain.

Adjutant, H.K.V.R.

## THE PORT OF VLADIVOSTOCK.

ITS IMPORTANCE DURING THE WAR.

The Vladivostock Bourse Committee has received a telegram from Mr. Rusanov, a member of the Imperial Duma, to the following effect:—  
"At the present time export and import business is being successfully conducted via Archangel to London; but with the closing of navigation attention is being paid to Vladivostock. I beg the Committee in the common interests to ascertain without delay the possibility of utilizing Vladivostock for import and export into and from the quantitative and qualitative standpoint; kindly communicate the results to me."

This question was discussed in detail, according to the *Harbin Vestnik*, at the last meeting of the Harbin Bourse Committee. It was explained that in the Far East, after the blockade of Tsingtau, the commercial maritime routes were quite safe, and since August 29th even the Volunteer Fleet has reopened its service between Vladivostock, Nagasaki and Shanghai. Moreover, the revival of the service between Vladivostock and Odessa is anticipated. In that case the necessity for Russia to make use of Vladivostock as a port of import will cease. But the route to Odessa may be closed in the event of Turkey going to war, in which case there will remain to Russia only the routes through the White Sea and the Pacific. The Moscow mill-owners have already stated that it is essential for them to obtain raw cotton and paints via Vladivostock, and there is need also for many other commodities. Hitherto Vladivostock has never taken more than 23 million pounds of freight a year, because more than that has never been conveyed there, but it is capable of coping with the task. Eight ocean steamers can be discharged simultaneously, and there is sufficient warehouse accommodation on the Eggerssheldt and Volunteer Fleet Wharves.

## SILK INDUSTRY SUFFERING FROM THE WAR.

Japan's staple industry is suffering severely from the war, which has killed the demand in Europe, and greatly reduced the demand from America. In consequence the price is now down to ¥700 a bale, a decrease of no less than ¥300 compared with the price ruling in August. The present depression, however, is the result of forces over which Japan has little or no control. In silk-producing countries probably as old as Japan conditions of steady decline have to be faced, notably in Assam. An Indian contemporary observes that, in spite of the high skill of Indian weavers the industry in Assam is losing ground. Statistics go to show that the trade is on the down grade and that the indigenous industry is in jeopardy. The exports of raw silk in 1913-14 were valued at 15 lakhs against 31 lakhs in 1912-13. The exports of silk manufactures in 1913-14 stood at nearly 6 lakhs against 7 lakhs in 1912-13. But imports were valued at as high a figure as 262 lakhs. The decline of the Indian trade is obvious, and it is all due to the expansion of the industry in Japan, China, Italy, Russia and Austro-Hungary. The countries from which India now imports her requirements of silk are said to possess special means of production which India can not have. The development of the silk industry in Japan, which supplies more than half of the Indian demand, is due to the fostering care bestowed upon it by the Government; in Russia sericulture has been developed by prohibitive duties on imported silk. It is pointed out that the Bengal Government has placed an officer on special duty to inquire into and report on the possibilities of the development of indigenous industries in Bengal in the circumstances caused by the outbreak of hostilities in Europe.

YOU NEVER NEED BE AT A LOSS FOR ENTERTAINMENT WHEN THERE IS A VICTROLA IN YOUR HOME.



PRICES FROM \$35.

CASH OR EASY PAYMENTS.

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MOUTRIE'S.

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INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS  
DRAGON  
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CEMENT



HIGH  
QUALITY  
BUILDING  
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI &amp; Co., 14, Des Vaux Road, Central, 1st Floor. Telephone 229.

[1049-1]

## Do Yourself A Good Turn

Yes do yourself the best of all possible good turns by getting rid at once of the trouble which may be robbing your life of health and happiness. It is amazing how many people, who are suffering day after day from all sorts of complaints when a little self-benefit might quickly give them lasting relief. To suffer from indigestion, liver troubles, headache, achy, constipation, and a train of similar disorders, when

By Taking

Beecham's Pills

Sold everywhere in boxes, price 9/6 (36 pills) 1/1d (56 pills) &amp; 2/9 (168 pills).

[155-4]

## GERMAN ATROCITIES.

BELGIAN COMMISSION'S FIFTH REPORT.

THE AERSCHOT MURDERS.

The Press Bureau has issued a translation communicated by the Belgian Legation, dated October 9th, of the Commission of Inquiry on the Violation of the Rules of International Law and of the Laws and Customs of Warfare. This, the fifth, report is communicated to M. Poulet, Minister of Science and Art, temporarily Minister of Justice.

We append the following extracts:—

A Belgian soldier, a volunteer, N. in the 1st Regiment of the Line, has told us of the shameful treatment which many Belgian wounded and prisoners have been submitted to at Aerschot. Wounded in the right arm, he had been captured by the Germans on August 18th in the morning. He was brought with 27 other prisoners by the road along the Demer. Two German companies were placed here. All the prisoners were driven before them and shot. Those who, in order to escape their bullets, jumped in the Demer were shot in the river.

At the first firing the witness threw himself on the ground simulating death. A German soldier came close to him and, noticing that he was alive, prepared to shoot him. An officer interceded, saying that the man was not worth the bullet, and ordered him to be thrown into the Demer. The witness succeeded in getting hold of the branches of a bush on the bank. Steadying himself on the stones at the bottom of the river, he spent the whole night in the water, his head only emerging.

On the morning he succeeded in getting back unperceived, entered a deserted house through the garden, put on civilian clothes, and joining a group of refugees escaped from the town. Out of the 23 prisoners he and another man were the only survivors. The witness is at present under treatment in an ambulance at Antwerp.

The pretext given by the Germans to justify their crimes was the murder of one of their Generals by the son of the Burgomaster of Aerschot. In reference to this report reproduces a letter which he received from M. de Tieleman, the widow of the unfortunate Burgomaster. This document states:—

About 4 o'clock in the afternoon my husband was distributing some cigars to the soldiers, standing outside our door. I was with him. Seeing that the general and his aides-de-camp were watching us from the balcony, I advised him to come in. At this moment, looking towards the Grand Place, where more than 2,000 soldiers were encamped, I saw distinctly

two puffs of smoke. Firing followed. The Germans were firing towards the houses and breaking into them. My husband, my children, the servants, and myself had just time to rush to the stairs leading to the cellars. The Germans were even firing in the halls of the houses.

After a few minutes of great anxiety, one of the General's aides-de-camp came down, saying:—"The General is dead; where is the Burgomaster?" My husband said to me, "This will be serious for me." As he was stepping forward, I said to the aide-de-camp, "You may see, sir, that my husband did not fire." "Never mind," he answered, "he is responsible." My husband was taken away. My son, who was at my side, led us to another cellar.

The same aide-de-camp then came back and took him away from me, kicking him along. The poor boy could scarcely walk. During the morning, while entering the windows of the houses, a bullet had entered the room where my son was and wounded him in the leg. After they had taken my son and my husband from me, the Germans led me through the whole house, levelling their revolvers at my head. I was made to look at the dead body of their General; then they threw me, with my daughter, out of the house, without a cent or anything on. They left us on the Grand Place. We were surrounded by a line of soldiers and had to see our dear town burn before our eyes.

There, in the sinister light of the fire, I saw for the last time, towards 1 o'clock in the morning, father and son bound together. Followed by my brother-in-law, they were being brought to their death. These evil people have taken from me all that I loved, and now they are endeavouring to stain the honour of a name of which I am proud. No, sir, I cannot let this lie go unanswered. Upon my honour, I assure you that we had not a weapon left in the house.

A price has been put upon my head. I have been obliged to flee from village to village. Was it not done to get rid of a troublesome witness?

The report also gives further particulars of the atrocities enacted at Louvain, and says:—

Sometimes in order to hasten the action of fire the German soldiers use a kind of inflammable tablet, of which we possess some samples. According to the analysis which has been made of them, these tablets contain nitro-cellulose, gelatine, looting and burning are ordered by the superior authorities. Part of the booty, apparently the greater part, is sent to Germany. The committee concludes by stating that there is only one reason for the outrages to which Belgium has been submitted, the desire to terrorize the population and the insistence in enacting vengeance for a resistance which the German Empire did not expect.







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA	ORIENTAL	About 18th Nov.	Freight and Passage.
SHANGHAI	ORIENTAL	4 p.m. 19th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	NUBIA	21st Nov.	See Special Advertisement.
LONDON AND GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE	About 25th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives here.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th November, 1914.

# CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 17th Nov., 4 p.m.
SHANGHAI	"KANCHOW"	On 17th Nov., 4 p.m.
FAHPOH and HAIPHONG	"SUNGKIANG"	On 18th Nov., 11 a.m.
SHANGHAI	"LUCHOW"	On 18th Nov., 4 p.m.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 21st Nov., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 24th Nov., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

For Freight or Passage apply to—

Hongkong, 17th November, 1914.

BUTTERFIELD & SWIRE,  
AGENTS.

# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 17th Nov., at 1 p.m.
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 21st Nov., at 3 p.m.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 24th Nov., at 1 p.m.

\* This Steamer will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	(WED'DAY, 18th Nov., at 1 p.m.) (SUNDAY, 22nd Nov., at 10 a.m.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 17th November, 1914.

# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leaves Hongkong.
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
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ANYO MARU ... 18,500—15 knots ...

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, AGENT,

King's Building.

TELEPHONE 291.

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# OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Sato	THURSDAY, 26th Nov., at 3 p.m.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 5th Dec., at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM  
PENANG AND COLOMBO.

Steamer	Captain	Leaving
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FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
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FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
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FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
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These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

774.

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For SHANGHAI, KOBE and YOKOHAMA

For OUTWARD

For SHANGHAI, KOBE and YOKOHAMA

For YOKOHAMA

For HOMOEWARD

For MARSEILLES VIA PORTS

For ATLANTIQUE

For AUSTRALIEN

ALL STEAMERS FITTED WITH WIRELESS.

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez, and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Leave COLOMBO	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	6 p.m.	Noon.	MARSEILLES	COLOMBO	Friday	Thursday
Nov. 9	NUBIA	Nov. 16	Nov. 20	MEDINA	Nov. 18	Dec. 24	Dec. 24
—	ORIENTAL	Dec. 1	Dec. 5	MONGOLIA	Jan. 1	Jan. 7	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOREA	Jan. 28	Feb. 4	Feb. 4
—	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon "A" Accommodation Single £65. Return £97.

2nd Saloon "A" " " £59. " £89.

" " " " £44. " £66.

" " " " £40. " £60.

MARSEILLES

1st Saloon "A" Accommodation Single £61. Return £91.

2nd Saloon "A" " " £55. " £85.

" " " " £42. " £63.

" " " " £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

## PROPOSED SAILINGS:

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
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NELLORE ... Nov. 9 Nov. 19 Nov. 25 Dec. 1 Dec. 23 Jan. 8

NAGOYA ... Dec. 20 Dec. 29 Jan. 1 Jan. 7 Feb. 2 Feb. 10

SYRIA ... Dec. 21 Dec. 31 Jan. 6 Jan. 12 Feb. 8 Feb. 17

NANKIN ... Jan. 5 Jan. 15 Jan. 20 Jan. 26 Feb. 22 Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £63 Return. 2nd Saloon £33 Single; £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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# NIPPON YUSEN KAISHA

## THE JAPAN MAIL STEAMSHIP CO

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS

TONS

SAILING DATES

MARSEILLES and LONDON

VIA SINGAPORE, PENANG,

COLOMBO, SUEZ and

PORT SAID

YASAKA MARU

WEDNESDAY, 18th

Nov., at 10 a.m.

MIYAZAKI MARU

WEDNESDAY, 2nd

Dec., at 10 a.m.

SADO MARU

TUESDAY, 17th

Nov., at Noon.

YOKOHAMA MARU

TUESDAY, 1st

Dec., at Noon.

HITACHI MARU

FRIDAY, 20th

Nov., at Noon.

TANGO MARU

WEDNESDAY, 16th

Dec., at Noon.

CEYLON MARU

SATURDAY, 21st

Nov.

COLOMBO MARU

MONDAY, 23rd

Nov.

KAWACHI MARU

SUNDAY, 29th

Nov.

RANGOON MARU

MONDAY, 30th

Nov.

TANGO MARU

FRIDAY, 20th

Nov., at 5 p.m.

KITANO MARU

MONDAY, 23rd

Nov., at 11 a.m.

§ Wireless Telegraphy.

## PASSENGER SEASON FOR 1915.

### FOR EUROPE.

Steamers.

Displacement.

Leave Hongkong.

KATORI MARU

20,000 Tons

Thurs., 23rd Jan.

KASHI MARU

16,000 " "

11th Feb.

KASHIMA MARU

20,000 " "

25th Feb.

SUWA MARU

25,000 " "

11th Mar.

ATSUTA MARU



## POST OFFICE NOTICE

## CHRISTMAS MAIL

The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at this Office at 10.30 a.m. on the 20th inst. via SUEZ and is due to reach London on the 25th December. Correspondence intended for this route must be so superscribed.

Mails to United Kingdom despatched via SIBERIA take about a month to reach their destination. The Christmas Mail by this route will leave about the same date.

Further particulars will be published later.

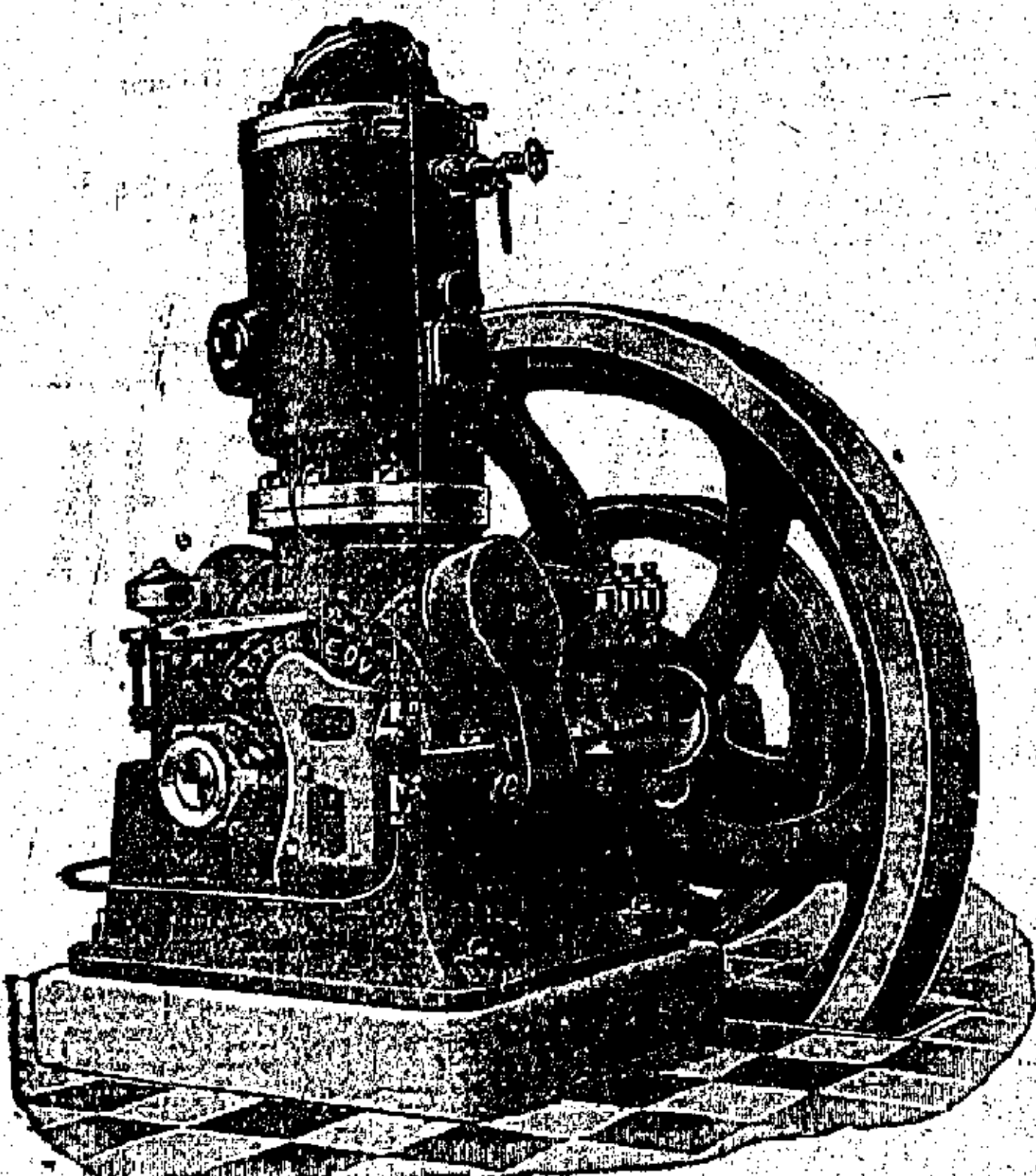
The ENGLISH MAIL from Europe is due to arrive here on Thursday, the 19th inst., at daylight.

The AMERICAN MAIL is expected to arrive here on Thursday, the 19th inst.

FOR	DATE
Shanghai, North China, Japan via Meiji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada ...	Tuesday, 17th, Registration ... 9.30 A.M. Letters ... 10.00 A.M.
(EUROPE VIA SIBERIA)	
Tientsin-Pukow Service Shanghai Brit. P.O. 11.30 a.m. Monday, 23rd inst.	
BATON, SERRAVALLE, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEY, EGYPT AND EUROPE ...	Tuesday, 17th, Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Letters ... 11.00 A.M. Letters ... 11.00 A.M.
(Extra Postage 10 cents.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
Swatow, Amoy and Foochow ...	Tuesday, 17th, 1.00 P.M.
Straits ...	Tuesday, 17th, 2.00 P.M.
Philippine Islands ...	Tuesday, 17th, 3.00 P.M.
Shanghai and North China ...	Tuesday, 17th, 3.00 P.M.
Straits, Ceylon and Europe ...	Wednesday, 18th, 9.00 A.M.
Swatow ...	Wednesday, 18th, NOON
Batavia, Samarang, Soerabaya and Port Moresby (via Batavia) ...	Wednesday, 18th, 1.00 P.M.
Pakhoi and Haiphong ...	Thursday, 19th, 10.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Thursday, 19th, Registration ... 9.30 P.M. Letters ... 3.00 P.M.
Tientsin-Pukow Service Shanghai Brit. P.O. 5 p.m. Monday, 23rd inst.	
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island ...	Friday, 20th, 10.00 A.M.
Swatow ...	Saturday, 21st, 11.00 A.M.
Amoy and Foochow ...	Saturday, 21st, 2.00 P.M.
Swatow ...	Sunday, 22nd, 9.00 A.M.
Swatow, Amoy and Foochow ...	Tuesday, 24th, 1.00 P.M.
Philippine Islands ...	Tuesday, 24th, 3.00 P.M.
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island ...	Tuesday, 28th, 11.00 A.M.

## WM. C. JACK &amp; CO., LTD.

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR  
THE PETTER  
PATENT  
SEMI-DIESEL  
CRUDE OIL  
ENGINES  
AND  
KEROSENE  
ENGINES.

We carry large stocks of  
Ship and Engine Stores,  
Cotton Waste, Oil, Packing,  
&c.  
Electrical Repairs and  
Installations Undertaken;  
Electro-Plating in all its  
Branches.

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## VISITORS AT HOTELS

## HONGKONG HOTEL.

Mr E. S. Abraham  
Mr C. M. Alport  
Mr & Mrs Athel L. Anderson and maid  
Mr J. H. Backhouse  
Mr & Mrs J. Barker  
Mr E. R. Bate  
Mr H. B. Bates  
Mr C. D. J. Bell  
Mr G. A. Benn  
Mr E. B. Bellows  
Mr & Mrs C. W. Bewick  
Mr & Mrs A. B. Bishop  
Mr C. H. Booth  
Mr C. H. Bradthorpe  
Mr & Mrs R. L. Bridger  
Mr J. B. Brister  
Mr A. J. Cammings  
Mr J. S. Chalmers  
Mr W. E. Clarke  
Mr W. E. Clayton  
Dr A. L. E. F. Coleman  
Mr Arthur Course  
Mr J. Dowar  
Mr & Mrs N. D. Donison  
Mr D. S. S. Douglas  
Mr W. A. Dowling  
Miss M. B. Duty  
Mr F. T. Duxworth  
Mr & Mrs A. C. Ebersole  
Mr E. Evansen  
Mr H. J. F. Falk  
Mr L. Forster  
Mr J. Gibb  
Mr J. Gould  
Mr W. J. Gunton  
Capt T. P. Hall  
Mr H. Handley-Pegg  
Mr & Mrs A. Hale and son  
Hon Mr E. A. Hewitt  
Mr & Mrs G. J. Hill  
Mr W. J. Hodges  
Mr E. Hunter  
Mr D. L. Hutchinson  
Mr B. James

## KING EDWARD HOTEL.

Mr R. T. Anderson  
Mr N. J. Austin  
Mr W. C. Bowen  
Mr & Mrs H. B. Bridger  
Mr W. Budge  
Mr Stephen J. Carey  
Miss H. Davidson  
Mr & Mrs R. A. Don  
Mr A. Doan  
Mrs A. Eby  
Mr Ray Gardner  
Mr P. C. Hall  
Mr & Mrs R. P. Hollett  
Mr L. S. Hunt  
Mr & Mrs Wm Jackson  
Mr J. Joseph  
Mr L. R. Marshall  
Miss M. Matheson  
Mr R. T. Matheson  
Dr O. Marriott  
Mr J. Moroch  
Mr W. J. Morrison  
Mr F. P. Musso  
Mr H. Olson  
Mr J. Ormiston  
Mr & Mrs W. Pentreath  
Mr E. Plot  
Mr G. M. Powell  
Mr A. A. Preston  
Mr A. B. Purvis  
Mr G. H. Ray  
Mr C. H. Readwin  
Miss F. Reay  
Mr E. R. Riner  
Mr J. P. Rowell  
Mr G. A. Smith  
Mr W. H. Smith  
Mr & Mrs Frank Smith  
Mr F. Smyth  
Miss A. Square  
Mr S. Steadman  
Mr H. Taiter  
Mr F. H. Tyson  
Capt H. A. Walker  
Mr E. J. T. Warren  
Mr F. W. White  
Mr J. Wilson  
Mr G. D. Woolfe  
Mr G. J. Wood  
Mr G. U. Wood  
Mr & Mrs J. F. Wright

## KING EDWARD HOTEL.

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Mr N. J. Austin  
Mr W. C. Bowen  
Mr & Mrs H. B. Bridger  
Mr W. Budge  
Mr Stephen J. Carey  
Miss H. Davidson  
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Mr A. Doan  
Mrs A. Eby  
Mr Ray Gardner  
Mr P. C. Hall  
Mr & Mrs R. P. Hollett  
Mr L. S. Hunt  
Mr & Mrs Wm Jackson  
Mr J. Joseph  
Mr L. R. Marshall  
Miss M. Matheson  
Mr R. T. Matheson  
Dr O. Marriott  
Mr J. Moroch  
Mr W. J. Morrison  
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Mr H. Olson  
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Miss F. Reay  
Mr E. R. Riner  
Mr J. P. Rowell  
Mr G. A. Smith  
Mr W. H. Smith  
Mr & Mrs Frank Smith  
Mr F. Smyth  
Miss A. Square  
Mr S. Steadman  
Mr H. Taiter  
Mr F. H. Tyson  
Capt H. A. Walker  
Mr E. J. T. Warren  
Mr F. W. White  
Mr J. Wilson  
Mr G. D. Woolfe  
Mr G. J. Wood  
Mr G. U. Wood  
Mr & Mrs J. F. Wright

## PFIZER HOTEL.

Mr St. Amary  
Mr & Mrs W. Armstrong  
Major & Mrs Bowen  
Mrs Bowdler  
Mr M. Cary  
Mr & Mrs Carmichael  
Mr & Mrs Caswell  
Mr & Mrs Coppin  
Mr & Mrs Deane  
Mr & Mrs Douglas  
Capt & Mrs Cowan  
Mr Davidson  
Mrs Erickson  
Major Fairbairn  
Mr F. W. Gibbons  
Mr & Mrs A. Gibson  
Mr B. A. Hale  
Lt-Col. Gordon Hall  
R.A.M.C.  
Mr Grissell  
Mr F. A. Hasland  
Mrs Horbender  
Mr & Mrs Horbaces  
Major Humphreys  
Lt-Col. H. W. I. R.C.A.  
Mr James  
Mr L. Jones

## COMMERCIAL

## CLOSING QUOTATIONS.

November 16th.	
ON LONDON:	
Telegraphic Transfer	1/8 1/2
Bank Bill, on demand	1/8 1/2
Bank Bill, at 30 days' sight	1/8 1/2
Bank Bill, at 4 months' sight	1/8 1/2
Credits, at 4 months' sight	1/8 1/2
Documentary Bills 4 months' sight	1/8 1/2
ON PARIS:	
Bank Bill, on demand	214
Credits, at 4 months' sight	224 1/2
ON GERMANY:	
On demand	nom.
ON NEW YORK:	
Bank Bill, on demand	43 1/2
Credits, at 60 days' sight	nom.
ON HAMBURG:	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON SHANGHAI:	
Bank, at sight	77 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA:	
On demand	84 1/2
ON MANILA:	
On demand	84 1/2
ON SINGAPORE:	
On demand	73 1/2
ON BATAVIA:	
On demand	103 1/2
ON BATHURST:	
On demand	nom.
ON SARAWAK:	
On demand	89
ON BANGKOK:	
On demand	111.40
SOVEREIGNS, Bank's Buying Rate	111.40
GOLD LEAF, 100 fine per tola	658.70
BAR SILVER, per oz.	22 1/2

## SUBSIDIARY COINS.

	per cent.
Hongkong, 20 cents pieces	\$16.50 discount.
Hongkong, 10 "	\$16.90 "

## TO-MORROW

4 p.m.—Matinee A.D.C. at the Theatre Royal.  
—"The Blue Bird."

## FORTHCOMING EVENTS.

Saturday, 21st Nov.—

Noon—Hongkong Jockey Club Extraordinary General Meeting.

9.15 p.m.—A. D. C. at the Theatre Royal.  
—"The Blue Bird."

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	\$6.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " " " " " " " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 17TH NOVEMBER, 1914.

8 a.m. HONGKONG. 8 a.m. HONGKONG.  
5 p.m. FATSAN. 5 p.m. FATSAN.

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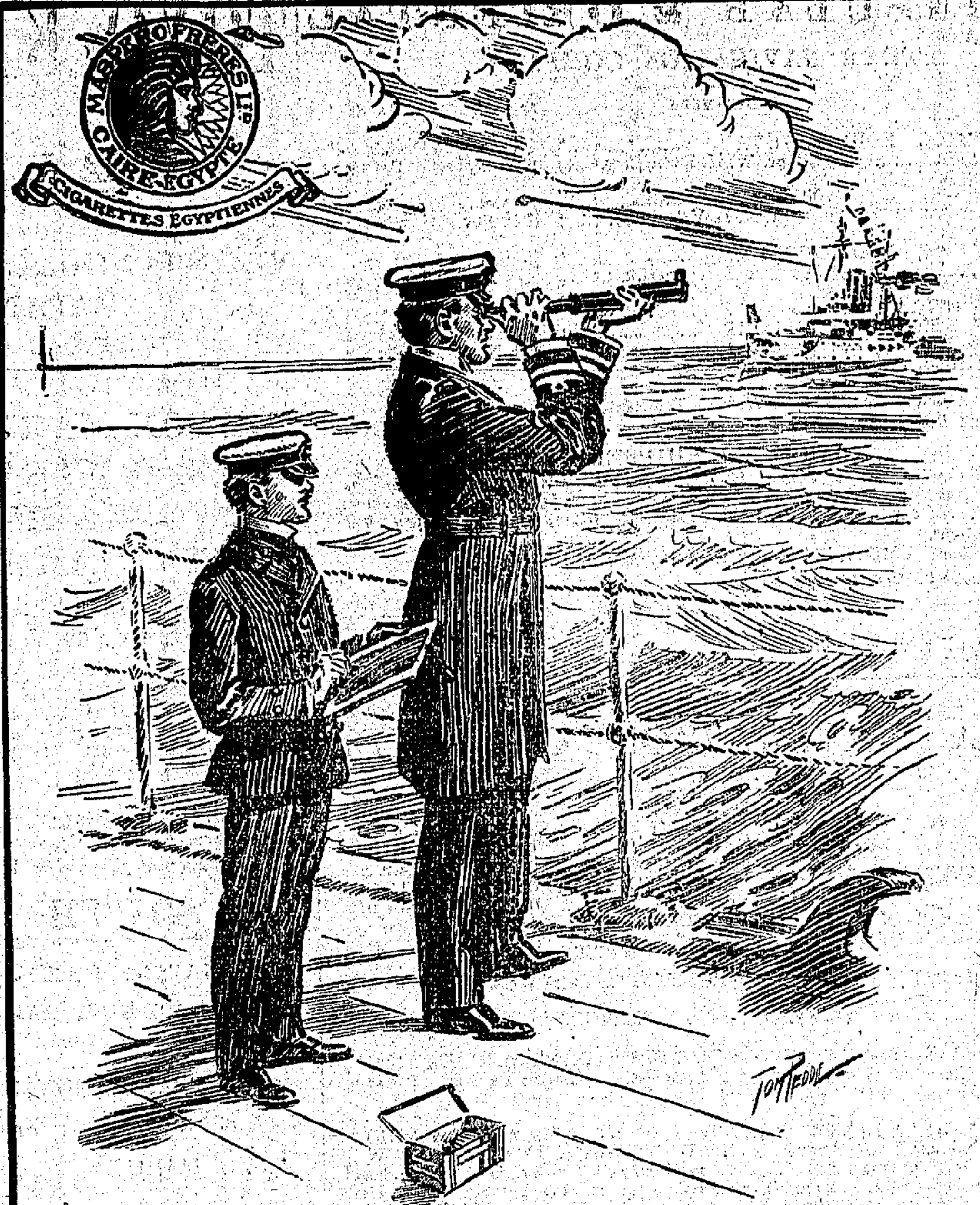
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